



CITY OF KIRKLAND

Department of Public Works

123 Fifth Avenue, Kirkland, WA 98033 425.587.3800

www.kirklandwa.gov

MEMORANDUM

To: Susan Lauinger, Planner

From: Thang Nguyen, Transportation Engineer

August 26, 2015

Subject: MacDonald Estates Plat Residential Development Traffic Study Review, Tran15-00820

This memo summarizes my review of the traffic report dated June 17, 2015 *MacDonald Estates Plat Traffic Impact Analysis* report prepared by *TraffEx*. My findings and recommendations are summarized below, followed by my review comments on the traffic impacts documented in the traffic report.

Staff Findings

The proposed project passed traffic concurrency. Therefore, no off-site concurrency mitigation is required.

The proposed project will not create significant SEPA traffic impacts that warrant specific off-site transportation mitigation.

Staff Recommendations

Staff recommends the approval of the project with the following conditions:

SEPA Mitigation

Staff does not recommend any SEPA traffic mitigation because the proposed project will not create significant off-site SEPA traffic impacts.

Public Works Permit Conditions:

1. Pay transportation impact fees as discussed in the Transportation Impact Fee section of this memo.

Project Description and Trip Generation

The applicant proposed to replace the one existing single-family house with 16 single-family houses. One driveway off 72nd Avenue NE will project access to the project site. The project is located at 12702 72nd Avenue NE. The proposed project is anticipated to be completely built and occupied by the end of 2017. The project is forecasted to generate 183 net new daily trips, 19 net new PM peak hour trips and 20 net new AM peak hour trips.

Traffic Concurrency

Developments are tested for traffic concurrency for the weekday PM peak hour. The proposed project passed traffic concurrency. Per *Section 25.10.020 Procedures* of the KMC, this Concurrency Test Notice expires within one year of the concurrency test notice (May 20, 2016) unless a development permit and certificate of concurrency are issued or an extension is granted.

Concurrency Appeal

The concurrency test notice may be appealed by the public or by an agency with jurisdiction. The concurrency test notice is subject to an appeal until the SEPA review process is complete and the appeal deadline has passed. Concurrency appeals are heard before the Hearing Examiner along with any applicable SEPA appeal. For more information, refer to the Kirkland Municipal Code, Title 25.

Traffic Impacts

The scope of the traffic report was completed in accordance to the City of Kirkland TIA guidelines.

The citywide trip distribution was determined by using the Bellevue-Kirkland-Redmond (BKR) traffic model.

The City's Traffic Impact Analysis Guidelines (TIAG) requires a level of service (LOS) analysis using the Highway Capacity Manual Operational Method for intersections that have a proportionate share equal or greater than 1% as calculated using the method in the TIAG. Based on the proportionate share calculation for the full build-out of the proposed project, two intersections met the 1% proportionate share threshold.

1. NE 138th Place/Juanita Dr. NE
2. Project Driveway/72nd Street NE

Traffic Mitigation Threshold

The City requires developers to mitigate traffic impacts when one of the following two conditions is met:

1. An intersection level of service is at E and the project has a proportional share of 15% or more at the intersection.
2. An intersection level of service is at F and the project has a proportional share of 5% or more at the intersection.

Off-site and Driveway Operation Traffic Impacts

Both intersections analyzed were calculated to operate at LOS-D or better with the proposed project. Therefore, off-site SEPA mitigation for traffic operation is not warranted.

Traffic Safety

Based on WSDOT and the City of Kirkland collision data, there have been few crashes near the project site and at the NE 138th Place/Juanita Dr. NE intersection. From the accident data analysis, there is no pattern to suggest the intersection is unsafe. It is not anticipated that the proposed project would increase the number of crashes on public streets near the site.

Driveway & Sight Distance

The NE 138th Place/Juanita Dr. NE intersection and the driveway sight distances were measured and were found to exceed the City's sight distance.

Parking

The applicant proposed to provide parking to meet or exceed the City's minimum requirement.

Transportation Impact Fee

Per City's Ordinance 3685, Transportation Impact Fees is required for all developments and is calculated based on the most updated Transportation Impact Fee Schedule, January 1, 2015. Road impact fees are used to construct transportation capacity improvements throughout the City to help the City maintain traffic concurrency. Table 1 summarizes the road impact fee calculation for the proposed project.

Table 1. Road Impact Fee

	Size Dwelling Unit	Impact Fee Rate per Unit	
Single-family			
Proposed	16	\$3,942	\$63,072
Existing	1	\$3,942	\$3,942
Net New	15		\$59,130

Final transportation impact fees will be determined at final building permit.

cc: John Burkhalter, Senior Development Engineer
Energov